

New Sandusky Train Service Attracts Large Crowd To Ceremony

Some 5,500 persons turned out on Sunday, July 29, to witness the grand reopening of rail service to Sandusky, Ohio.

That service officially began when the westbound *Lake Shore Limited* tore through a large paper ribbon stretched across the tracks to the accompaniment of loud cheers from the crowd.

The ceremonies began well before train arrival time, however, with an open house, rail exhibits, singing and band music, and dedicatory speeches from local dignitaries and Amtrak personnel.

The new train stop is the first rail passenger service for Sandusky in eight years. Sandusky will be an unmanned station with tickets available on board the train or through purchase from Amtrak-authorized travel agents.

Sandusky was added as a stop because of the population of the city and surrounding communities and its location between Elyria and Toledo where no intermediate stops were available.

Sixty-three persons climbed aboard the *Lake Shore Limited* on its first stop in Sandusky. Forty of those persons rode to South Bend, Indiana, where they detrained to catch the first eastbound *Lake Shore* for their return home.

The day's ceremonies officially began with the raising of the American flag by a detachment of Coast Guardsmen from the nearby Marblehead, Ohio, station. In addition to the American flag, they also raised flags of the five states through which the original *Lake Shore Limited* operated. Those were New York, Pennsylvania, Ohio, Indiana and Illinois. After the ceremony, the five



Sanduskyites greet the first Lake Shore Limited as it stops for passengers.

flags were placed in the station on permanent display.

Speakers at the ceremony included Congressman Donald Pease, 13th Congressional district; Fred Deering,

state representative, 84th Ohio district; and M.L. Clark Tyler, Amtrak's vice president, government affairs.

Jay Wagner, a local businessman,

Senate, House Vote Amtrak Funds

The Senate, on Wednesday, August 1, by an 89 to 11 vote, approved an Amtrak financing bill that will cut about 20 per cent of the least-used miles from Amtrak's current system.

The Senate action followed a vote, one week earlier, on July 25, by the House of Representatives on a similar funding bill. The House measure passed by a 397 to 18 vote.

Although the bills are very similar, there are enough differences between them to require a House-Senate Conference Committee meeting to iron out those differences. That will occur after Labor Day, in time to get the bill to the President for his signature to allow implementa-

tion of the new system by October 1.

Two differences between the bills, for example, include a Senate authorization of \$1.8 billion for two years while the House authorized \$2.7 billion over a three year period.

Specific train discontinuances have not been announced.

Although there definitely will be cuts in the system, they will be far less severe than those originally proposed by the Department of Transportation in its report to Congress earlier this year.

Both the House and the Senate beat back last-minute attempts to freeze the current system for another year.

was master of ceremonies.

Tyler accepted, on behalf of Amtrak, a chrome plated spike honoring the occasion from Frank Link, city manager. Tyler, in turn, presented Link with an Amtrak jacket.

Tyler also received a commemorative photo album depicting railroad history in the Sandusky area as well as an antique-style station sign. The sign now hangs on the track side of the station building.

Both items were presented by Richard Helzel, rides manager, and Donald Ingle, public relations manager, of Sandusky's Cedar Point amusement/theme park.

On display at the station during the day were various railroad artifacts from the Mad River and Nickle Plate Railroad Society Museum from near-by Bellevue, Ohio.

Among the various items, visitors were able to see a bell from the Lincoln funeral train, two 16-foot-long sections of original strap rail from the Mad River and Lake Erie Railroad, an old link and pin coupler, a track inspection velocipede and time tables from the original Lake Shore route and the Mad River line.

On display, too, were two ex-Amtrak passenger cars now owned by members of the Mad River and NKP Museum. Long lines led to the coach and sleeping car throughout the morning.

Entertainment for the festivities was provided by the Barbershop Bobcats quartet and the Keystone Kops band, both from Cedar Point.

Coordinator for the event was Debbie Stein, director, Sandusky Bay Visitors and Convention Bureau.

Amtrak's station is located in what used to be the express and freight office of the former New York Central facility. Located just east of the old station proper, the smaller structure is better suited to Amtrak's current needs.

The building was completely refurbished before being put into operation. Several old large doorways were bricked in and new doors and windows installed. The interior was completely painted and additional parking provided for passengers.

Amtrak held an open house for visitors during the morning. Coffee, doughnuts, sweet rolls and soft drinks were available for the crowd while Amtrak personnel distributed engineers' hats to the children and travel brochures to adults.

Rail service in Sandusky dates back to September 17, 1835, when the Mad



(Left) Congressman Donald Pease addresses the Sandusky crowd. (Below) The Lake Shore Limited noses through the ceremonial ribbon stretched across the tracks.



(Upper Left) Frank Link and Jay Wagner display the "antique" station sign. (Left) George Tillman hands out doughnuts to visitors. (Above) Amtrak employees at the ceremony included, left to right, Sandy Cala, Fred Frayer, Steve Lehman, Bob Runnels, Diane Vetock and Mike Tsikalas.



River and Lake Erie Road was dedicated by General William Henry Harrison who later was to be elected President of the United States.

This was the first rail line west of the Alleghenies and its original trackage ran from Sandusky to Dayton for 137 miles. Track consisted of strap iron rails, 2½ inches wide and 5/8 inch thick.

The line's first locomotive, named the *Sandusky*, was the original locomotive built at the famed Paterson, New Jersey, engine works. That engine stopped every time rain fell while the engineer sought shelter in the nearest barn.

It took 13 years to finish the first 10 mile stretch from Sandusky to Bellevue. The Mad River and Lake Erie eventually became part of the Big Four which became part of the New York Central system.

Serving visitors during the open house were George Tillman, on-board services supervisor, and Clayton Lewis, on-board service attendant, both of Chicago.

Other Amtrak employees participating in the ceremonies included Robert Runnels, district manager, Detroit; Sandy Cala, district supervisor, Cleveland; Fred Frayer, sales manager, Cincinnati; Dick Sherwood, ticket clerk, Canton; Juanita Kochanowski, ticket clerk, Toledo; and Diane Vetock, lead ticket clerk, Mike Tsikalas, ticket clerk, and Steven Lehman, baggageman and ticket clerk, all of Cleveland.

Superliner Diner

The first Superliner diner went into service on July 18 on the *Shawnee* between Chicago and Carbondale, Illinois. The car went into use as a snack-lounge but also will serve as an "in motion" test car for some full meal service.

The car has also been used on the *Illinois Zephyr* and was scheduled for the Chicago-St. Louis route where Superliners went into service on August 6.

Larry Maxwell, chief, on-board services, reports passenger acceptance of the diner as "excellent!"

Famed Yankee Pitcher Is Son Of Sunset Conductor

R.A. "Rags" Guidry is a conductor on Amtrak's *Sunset Limited*, working between Lafayette, Louisiana, and Houston, Texas, but he must be forgiven if occasionally his mind strays from the railroad to the confines of New York's Yankee Stadium.

That's because his older son, Ron, just might be pitching that day for the World Champion Yankees.

Ron is **THE** Ron Guidry, *Sporting News*' "Man of the Year" for 1978, the American League's Cy Young award winner for being the best pitcher in the league and recipient of the Associated Press, "Male Athlete of the Year" award. The younger Guidry also came in second in the voting for the league's "Most Valuable Player" award.

The older Guidry is the proud father of two sons, Ron and 11-year-old Travis, who competed in last year's Special Olympics at Lafayette's Northside High School.

Both sons are good athletes says the Amtrak conductor and each has done well in his own arena.

Travis won second place in the Special Olympics softball throw. Ron's feats are well documented.

"He's still the same guy he always was," said Guidry. "He loves baseball—and always did. I used to be his coach on a Little League team.

"When he outgrew that, he just kept on going. I've very proud of his accomplishments."

Ron's fame hasn't spoiled Rags either, although it has added to an already busy schedule.

Not too long ago, the senior Guidry supervised the construction of a 3,700-square-foot, two-story home for his son in Lafayette. He also helps with Ron Guidry Enterprises, a corporation which sells T-shirts, autographed baseballs, posters, pens and other souvenirs to raise funds for the Association of Mentally Retarded and Handicapped Children.

Ron has taken an active interest in

this association and the Special Olympics because of his brother.

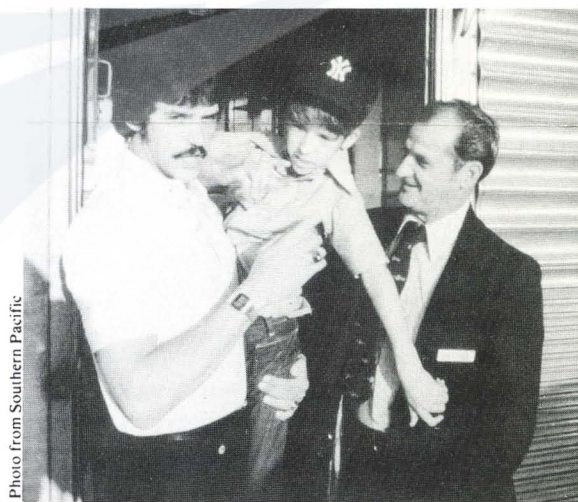
And, of course, Conductor Guidry offers advice on his son's personal appearances and endorsements.

Guidry is treasurer for the United Transportation Union, Local 474, at Lafayette, as well as being active in the Naval Reserve.

Ron Guidry's record of 25 wins and only 3 losses for the 1978 season gained him a flood of endorsement offers. Included were a chewing tobacco, a car and a soft drink.

He explained his reasons for rejection of these particular offers. "Kids might think chewing tobacco makes me a big person. I don't want them to do that."

Regarding the auto, he simply said "I don't drive that kind of a car."



The Guidrys; Ron, Travis and "Rags."

The soft drink? The same. "I don't drink it."

Devoted to his wife and 2½-year-old daughter, Guidry also turned down several personal appearances during last winter's off-season.

He told his lawyer, "All the money in the world isn't worth it if Bonnie (his wife) and I aren't together to spend it."

Guidry credits his wife with talking him into turning the car around and going back to the Yankees farm club at Syracuse in 1976 instead of heading home to Louisiana.

Corridor Track Work Crews

Eat Well When They're On The Job

Sue Stevens, manager of public information, NECIP, in Amtrak's public affairs department, is charged with handling news and information for and about the Northeast Corridor and its massive ongoing improvement program.

As part of her duties, she recently visited the new camp cars that are set up at some locations to house and feed the men and women who are putting corridor track into shape for the 120-mile-per-hour speeds of the 1980s.

The report on her "dinner in the diner" follows.

Last night I had dinner in an unusual eatery. One reason it's unusual is because it isn't open to the general public. Another is that it's set on railroad cars. It was just a short walk from Amtrak's 30th Street Station in Philadelphia and the chef was a young man whose life's ambition is to

be a great cook.

Judging from the meal I had, he's well on his way to becoming a success.

The restaurant in question was the diner on one of Amtrak's "camp trains," this one parked in Penn Coach Yard adjacent to the station. Patrons are crew members from Amtrak's tie replacement gang, bone tired and ravenously hungry after a full day on the tracks.

I had invited myself to dinner because I wanted to see the new camp cars that the Federal Railroad Administration purchased recently for Amtrak crews assigned to the Northeast Corridor Improvement Project.

I figured that if this dining car operation was anything like the one on Amtrak's long-distance trains, I would get an excellent meal.

I was not disappointed.

I had arrived about 5 p.m., just as the crews were returning from work

and was immediately given a tour of the train. This particular one was actually two trains, one for the 30 members of the tie replacement gang, the other for the 125-member welded rail gang. Each has sleeping cars, with 10 bunks each, showers, and storage lockers; dining and kitchen cars; an office car; and a recreation car. Each of the cars was immaculately clean.

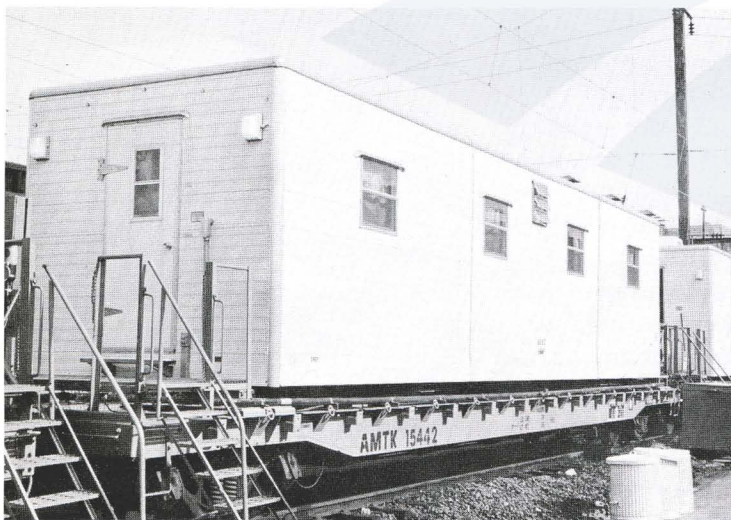
The welded rail gang's camp train also has what the men refer to as a "powder puff car," where the eight women members of the gang live.

The new camp cars have replaced aging equipment inherited from the Penn Central and are, in reality, house trailers set permanently on flat bed railroad cars.

The camps act as a home away from home for the crews when they work too far from their own homes to conveniently return there every night.

Their normal routine is to arrive at camp on Sunday evening, live there

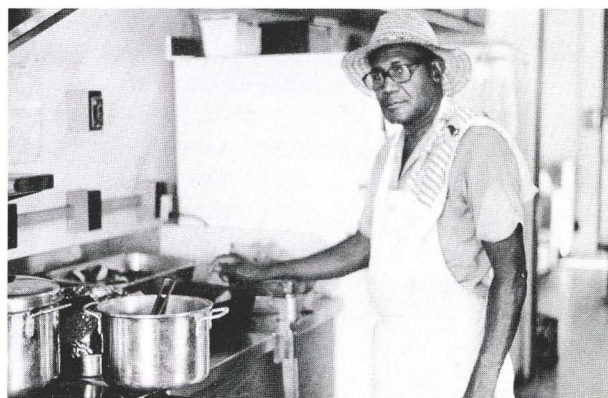
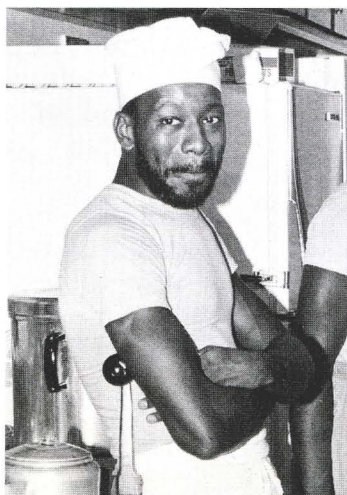
Photos by Debbie Marciniak



(Left) The camp cars are trailer bodies mounted on rail flat cars. (Below) Two members of the tie replacement gang dig into their food after a hard day in the field.



E. Thomas Heckstall is following in his dad's footsteps in choosing a cooking profession. His father has been a chef for 20 years.



Chef Al Andrews' cooking is equally well appreciated by the hungry crews at the end of the day's work.

during the week, and return home on Friday night after dinner.

In addition to the two camps presently located at Penn Coach Yard, there is one other for the Track Laying System at Attleboro, Massachusetts.

On my tour of the trains, I peeked into both kitchens before deciding in which one to eat. The welded rail gang was to dine on fried chicken, pork chops, and corned beef and cabbage, prepared by Chef Al Andrews. Although it looked appetizing and smelled delicious, most of the welded rail gang had already eaten and I didn't want to dine alone. So, it was back to the tie replacement gang's dining facility.

There, the menu offered beef goulash made of ground beef, macaroni and tomatoes; kale, corn, fruit cocktail and cake for dessert. Chef E. Thomas Heckstall pointed out that I had come one day too early. The next day's menu was to feature roast duck, with sage dressing and orange sauce.

Although Heckstall has been on the job for only five weeks—he actually was still in his official training period—he is certainly not new to the cooking profession. His father has been a chef for 20 years and the younger Heckstall has helped him considerably in his catering business. Heckstall also has graduated as top

Various Camp Cars Described

To date, 47 camp cars have been assembled for Amtrak.

The trailer portions were built by Mobile International Company, of Tulsa, Oklahoma, and consist of either 46-foot-long units (for the sleeping cars) or 42-foot-long units (for all other cars). All are 10-feet wide.

Amtrak provided the 55-foot-long flat cars and the trailer bodies were mounted on them by Brady Jordan Engineering, of Madison, Illinois.

Sleepers each contain five double-deck bunk beds and also have two showers, two toilets and

three wash basins. The cars are partitioned off for semi-privacy.

Dining cars contain tables and benches and are coupled to the kitchen car. A covered walkway provides access between the two.

The office car is used by supervisory personnel, timekeepers and foremen. It contains desks and file cabinets as well as its own toilet facilities and two double-deck bunk beds.

The recreation car is outfitted similar to the diner and provides facilities for the men's off-hour time where they can read, write letters, play radios or just relax.

man in his cooking class at the JFK Training Institute in Philadelphia.

Heckstall's on-the-job trainer is Hank Brandt, a retired navy cook, who has worked for F.B. Heiser Company, a railroad commissary, for the past eight years. He feels his protegee is doing great work.

The track crew agrees. Heckstall has already earned a reputation as the best of the several camp cooks. "We cook just the way the men like it," he said. "It's good old fashioned home cooking, without too much grease."

One crew member noted, "The

cooking here on the cars is better than in most of the restaurants I've eaten in."

Another man complained, good naturedly, of gaining too much weight because of Heckstall's food.

Heckstall takes it all in good stride and hopes one day to start his own catering business with his brother's help.

The men in the gang hope that day is a long way off if the clean plates they leave after meals are an indication of their appreciation of his cooking.

On-The-Job Dress Standards Eased For Summer

Amtrak President Alan Boyd has authorized a relaxation of on-the-job dress standards in response to President Carter's order that all non-residential commercial buildings keep thermostats set no lower than 78 degrees this summer as an energy conservation measure.

The relaxed dress standards mean that neckties and suit jackets are optional for those employees who do not wear a uniform on the job and do not come into regular contact with the public.

Decisions about changes in uni-

form requirements, or for employees in highly visible positions as downtown sales offices, will be made shortly by appropriate line management.

Basically, if an employee works in a station and the inside temperature exceeds 75 degrees and the supervisor judges this condition presents a hardship, the employee will be permitted to work without the blazer. He or she, however, must wear the name badge on shirt or blouse.

Stewards and lead service attendants have authority to vary Amtrak uniform standards aboard Amtrak

trains. They can authorize service attendants to work without their jackets when temperatures climb above 78 degrees.

Arrangements have also been made to provide red caps, baggagemen and station cleaners with optional summer uniforms with Amtrak and the employee sharing the cost. A memo has been sent to division managers explaining the new uniform program.

All employees are expected to continue using mature judgment regarding neatness and appropriateness of clothing while on duty.

Board Prepares For Las Vegas Train, Also Approves More AEM-7 Purchases

In separate actions at its July 25 meeting, Amtrak's board of directors (1) took the first step toward establishing new train service between Los Angeles, Las Vegas and Ogden, Utah, (2) approved commitment of \$41 million to buy 15 additional AEM-7 locomotives, and (3) authorized \$2.2 million to acquire and implement a modern, computerized material management system.

Los Angeles-Las Vegas-Ogden

The board action authorized improvements to track and station facilities along the proposed route.

The funding decision for improvements was made pending Congressional approval for Amtrak to begin implementing the new service. This could start as early as October of this year.

The new service was recommended by the Department of Transportation in its final Amtrak system plan that was presented to Congress this year.

Amtrak's board action committed start-up funding of \$840,000 to upgrade some station tracks and to repave platforms at several of the stops. For example, a new shelter would be installed at Milford, Utah, and space would be leased from the Union Plaza hotel in Las Vegas.

Other costs would include modifying engine signal systems for use on the route and upgrading communication equipment at several locations.

In supporting the fund commitment by Amtrak at this time, President Alan Boyd pointed out that considerable lead time would be needed to implement an October 1 start-up date, as suggested by the DOT.

The actual expenditure of funds for the route will not be made until Congress officially approves the train service, in effect signifying that it intends to support the new train for the entire fiscal year.

The new train is expected to operate initially with modern Amfleet

equipment, including long-distance Amcoaches, an Amdinette, an up-graded all-electric sleeping car and a baggage car.

It will be scheduled to make both eastbound and westbound connections at Ogden with the San Francisco Zephyr to and from Denver, Omaha and Chicago.

As presently planned, the new train service would leave Los Angeles daily at 10:40 a.m., arriving at Las Vegas at 6:05 p.m., Salt Lake City at 3:50 a.m. and Ogden at 5:30 a.m.

Southbound, the train would leave Ogden at 12:40 a.m. and arrive in Salt Lake City at 1:45 a.m., Las Vegas at 10:20 a.m. and Los Angeles at 5:40 p.m.

AEM-7s

The new locomotives for Northeast Corridor service are being built by the Electro-Motive Division of General Motors at its La Grange, Illinois, plant.

This completes the purchase agreement for all 30 of the high-speed units planned when the first order was placed in 1978.

The board's approval assures an unbroken production line at EMD's plant.

The AEM-7s are based on specifications developed after Amtrak completed exhaustive testing of the Swedish-built ASEA Rc4a electric locomotive in 1977. EMD is the American licensee for ASEA technology.

Amtrak's locomotives will be similar to the Rc4a but will have more power and higher speed. Delivery and testing of the first of the new units is expected in early 1980.

Computerized Material System

The new material management system, developed by the Burlington Northern railroad, will enable Amtrak to reduce inventories by \$1 million and provide \$340,000 in annual savings, plus a reduction in person-

nel, stock, obsolescence losses and processing errors.

Under the proposal, \$25,000 will be paid to the BN for software, while \$2,181,000 will be used to implement the system.

Amtrak's operations support department explained that the present method of purchasing, receiving, storing, issuing and accounting for materials requires timely and efficient integration between the organizations responsible, such as material control, procurement and accounts payable.

Manual preparation and handling of receiving reports, transfer documents, purchase invoices and such contribute to processing errors and other problems.

The Burlington Northern system was picked as the most efficient of the four ongoing systems analyzed.

It uses automation to provide efficiency and timeliness in the areas of inventory identification, order processing, reorder point calculation forecasting and material receipts and issues.

Other Board Action

In other actions, the board continued Charles Luna as vice chairman of the group.

The board also voted an endorsement and support of Amtrak's ongoing equal employment opportunity and affirmative action programs as official policy of the company.

The board also approved an additional \$738,000 to continue modernization of Chicago's 12th and 16th street yards. The additional money was needed because of inflation which resulted in increased labor and material costs since the long-term rebuilding project began.

Another item passed by the board was a directive for an immediate start on a program to convert 36 Hi-Level transition cars to permit mixed consists of Superliners and existing low-level equipment.

Letter Writer Displays Respect For Passengers, Co-Workers, Company

In the weeks before passage of the current appropriation bills by the House and Senate, various persons took time to let their personal feelings be known to their lawmakers and the media.

Ben Cornelius, then a chair car attendant on the Montrealer, took pen in hand and wrote a "letter to the editor" that he quickly dispatched to newspapers on the route of the train.

The letter was ultimately published in three papers.

Cornelius' views reflect the pride he has in his job, his company and the public he serves.

The Montrealer was one of the trains proposed for discontinuance by the Department of Transportation's report to Congress earlier this year. Although no list of trains that have been "saved" by the latest legislation is available, the odds are that the Montrealer will be operating after October 1.

The three-man team Cornelius writes about is no more. Allen has retired and Cornelius has been transferred to the Crescent and the Washington leg of the Broadway Limited where he is now a steward. Holmes continues to work the Montrealer.

To the Editor:

Apparently, both the House of Representatives and the Senate have seen fit to save the *Montrealer*, the overnight Amtrak train between Washington and Montreal. This action shows that popular appeals do carry some weight in Congress. *Montrealer* passengers wrote hundreds of letters to their representatives urging the continuation of their train.

Why do these passengers feel so strongly about a train that frequently runs late? Why do they continue to ride even after the demise of the *Montrealer's* dining car and its unique Pub car? I think that these passengers ride the *Montrealer* — and

write to their Congressmen — because of its convenience, its clientele and its service crews.

I'm a chair car porter on the *Montrealer*, working with Ray Holmes, sleeping car porter, and Kyle Allen, Amlounge bartender.

I can't speak for the other crews (there are five *Montrealer* service crews) but I know that we have a good rapport with our passengers. Mr. Holmes has 37 years of service, starting with the Pullman Company, and Mr. Allen has 38 years of service, starting with the Seaboard Air Line railroad where he worked on the Florida-bound *Silver Meteor*.

All sorts of passengers ride the *Montrealer*: French-Canadians going to Wildwood in the summer and Florida in the winter; UVM, Dartmouth and Smith college students going home or returning to school; and skiers bound for Stowe and Sugarbush. There are regular riders, too; the music-company employee who travels each week between Montreal and New York; the advertising executive who rides each weekend between Philadelphia and White River Junction; and the stock broker who commutes between Metropark and Philadelphia.

We know these passengers and they know us, and we've developed a camaraderie unique among northeastern trains.

There are also our conductors and trainmen, some of whom have been

with the *Montrealer* since Amtrak revived it in 1972. They include Joe Murphy on the Boston and Maine, Paul Davis on the New Haven, Claytie Brooks, Paul Ladd, Red Bluto and Moe LeMay on the Central Vermont, and Ryan Hackett and Herbie Spinsbie on the Canadian National. One of the best things about the *Montrealer* is that it's a personal train. Mr. Holmes, Mr. Allen and I are proud of our train and we enjoy working with the same crews on each trip and we enjoy seeing familiar faces in the coaches and sleepers.

When Southern Railway's famous *Southern Crescent* was posted for discontinuance, almost every on-line newspaper sent a staff writer to ride the train.

Their reports were full of accounts of passenger loyalty, crew loyalty and a sense of camaraderie. The reports made thousands of readers remember their first train ride, the thrill of going to sleep in a Pullman and of eating in a dining car. The stories were well received, probably because of the nostalgia they stirred in their readers.

The same feelings apply to the crews and passengers on the *Montrealer*. We think there's a reason why the *Montrealer* carries three times the passengers of the *Adirondack*, a train with more modern equipment which connects New York and Montreal on a shorter schedule.

The crews, particularly Mr. Holmes, Mr. Allen and I, would welcome the chance to show you why one regular rider sits in the Pub car with a drink and says, "The *Montrealer* . . . late but never better."



The three-man team Cornelius wrote about includes Allen, Holmes and Cornelius. The team is no more. Allen has retired and Cornelius is now a steward. Holmes continues on the Montrealer.

Hot Line Stays Active, Attracts Good Suggestions From Field

The Hot Line to President Alan Boyd continues to generate the interest of Amtrak employees across the nation.

Employees are urged to call in with their suggestions on improving our service to the passengers.

Employees can identify themselves if they wish or remain anonymous. Any employee may call in between 8 a.m. and 8 p.m., Washington time, Monday through Friday. No permission from any supervisor is necessary to make such a call which is toll free from anywhere in the United States.

If an employee chooses, he or she can write instead. Address letters to Hot Line, c/o Alan Boyd, 400 N. Capitol St., NW, Washington, D.C. 20001.

Some recent suggestions and their disposition follow.

QUESTION: I have a suggestion for Chicago's Union Station and other major Amtrak centers. Switch the ticket lines to the type that are used in banks and post offices so that there is only one line that feeds into all of the windows. That way a person won't get hung up behind somebody who is going through a long transaction.

ANSWER: This is a good suggestion and will be followed up. We are already using this system at Los Angeles and San Diego and are working to implement this service at 30th Street, Philadelphia. Other stations will probably follow.

Q: At my station all of the people are Burlington Northern employees. The list of job opportunities comes in over the computer every Friday and Monday about 3 p.m. our time. We

have no Amtrak seniority so this information is totally useless. Secondly, it tied up my computer today for an hour and 15 minutes while I had people waiting at the counter to buy tickets. I couldn't use the CRT. When it prints something, everything else goes down.

A: Job opportunity notices are coded for transmittal nationwide to all locations. To single out one station, or a small group of stations, cannot be done.

The station in question has a line printer that operates on the same data lines as the CRTs and ticket printers. Incoming messages do inhibit use of that equipment.

To reduce interference with ticket sales, computer services will be advised to send out the job opportunity notices after 10 p.m., eastern daylight time.

Q: How can Amtrak justify spending \$100,000 plus on lowering lights in Philadelphia's 30th Street Station when this money could be put to better use improving the roadway?

A: There is some \$88.3 million programmed into the Northeast Corridor Improvement Project for station improvements. The project in Philadelphia includes cleaning and rehabilitating the chandeliers in the station, including rewiring and relamping, to provide better lighting for patrons and employees. The old lamps are to be replaced with fluorescent lamps. The station money is a very small portion of the funds which have been programmed for work in the Corridor.

Q: I work at the Bristol, Pennsylvania, maintenance of way equipment repair shop. What would be the chances of going on a four-day week with ten hours of work a day?

A: While the four-day work week has been widely discussed and even put into practice in some industries, some companies find it impractical.

Service-oriented industries are

operational 24 hours a day, seven days a week. In our case, the bulk of the maintenance of way department works five days a week and since Bristol is a support facility it is not practical to institute a four day week there. This facility also supplies maintenance of way repairmen to the field when necessary.

Q: I can understand the blocking of space on the *Coast Starlight* for long-haul passengers but isn't there any way we can release the space the day before the train leaves, or even on the day it operates? Today I was able to get a reservation from San Jose to Los Angeles, but I couldn't get one from San Jose to Glendale . . . and the cost of the ticket is exactly the same. This is hurting our business.

A: Space is blocked on the train selectively to protect long-haul passenger demand. The traffic patterns for these trains are reviewed on a daily basis and if space is available action is taken in ARTS to allow access to short-haul riders.

Q: The new watering stations at 12th Street here in Chicago are dangerous because they are in the line of sight of switchmen when they are switching cars around. They ought to be in holes like they were in the old Santa Fe yard.

Also, a bigger crew should be used at the 16th street diesel facility for the number of locomotives going through there. Many times a train has been delayed because an engine wasn't properly working or went dead on line.

A: First, the water stations are required by the City of Chicago to be above ground. Also, any water outlets with any type of hose connections must have a vacuum breaker eight feet above the ground. These cannot be placed in holes because it would be in violation of Food and Drug Administration regulations.

Secondly, an increase in the work force is projected for the 16th street

Hot Line

U.S.A. 800-424-5191
D.C. only 383-2027

8 a.m. to 8 p.m. (EDT)
Monday through Friday

terminal when the DOT restructuring plan is finalized.

Q: Why can't we use the Chicago river to bring fuel to the storage tanks here at 16th street by barge? It should be a lot cheaper to buy in bulk quantities of say 500,000 gallons instead of smaller shipments of some 3,500 gallons brought in by individual trucks.

A: Yes, it probably would save money and we have investigated this suggestion. However, Environmental Protection Agency rules are strict in this regard and enforcement can be very costly. We can't get a permit to barge fuel in without some hefty expenses. For example, capital expenditures for a terminal would be over \$100,000 and the continued surveillance of the system and waste prevention measures would amount to about \$4,000 a year more. Also, if any fuel was spilled, we would be required to clean up the mess. At the present time, the obstacles to such an operation are too large.

Q: Amtrak is enjoying the greatest year since its inception, yet there are fewer people working the trains. Something should be done immediately.

A: We know that to provide adequate service to our increased patronage, we must provide additional staffing. In fact, we've taken steps to do just that. Seventy-four new employees were recently hired over the system, have finished their training and are now entering service. We have also requested 81 more new employees and are taking action to hire and place them in service as soon as possible.

Q: At Union, Elmora and Lincoln towers, New Jersey, the work locations are bad. You can't even get your car in there going about two miles an hour. I'd like to see some changes.

A: Access roads to Elmora and Union towers have been graded, restoned and rolled.

At Lincoln, the parking lot is fine. However, because of construction at Metuchen station, the access road is being used by heavy equipment. It can't be fixed permanently until the

ARTS Service Supplies "Hot" News

Amtrak employees are reminded they can receive timely news of the company and the railroad industry over their ARTS consoles and associated printers.

The Employees' News Service is sent directly from the public affairs department over the system twice weekly. The material is entered into the computer at approximately noon on Tuesday and Thursday. Persons with scopes can bring up the news

items by typing "CTY NEWS" into their machine. The news is available on the scopes immediately after entry.

"Hard," or printed, copies are transmitted by the computer services department overnight so they can be available on Wednesday and Friday mornings at outlying locations.

Special, fast-breaking news items are entered immediately as they occur.

station construction is finished.

Q: I work at (indecipherable) for Mr. Dale Scoggins and he paid me some back pay but not all of it. I worked there from 1977 to May 1978. I'd appreciate finding out if there's any way I could get my back pay from him. I've called him and he does not return any messages or calls and it's been over a month.

A: Personnel records show no one on either the active or inactive rolls by the names of Scoggins, Coggins, or any similar name combinations. We need more information before we can follow up on this complaint. Please call back. As noted above, the work location you mentioned was indecipherable. We could not understand what you said.

Q: We're running out of supplies here, namely national timetables, regional timetables and the San Diego-Los Angeles cards. We just got our Spar order form back and, for the second month in a row, we haven't gotten anything.

A: Sorry, but our normal supply was depleted rapidly because of the increased demand for our services by the energy situation. ARTS-equipped stations do have this information available in the computer.

To ease the demand, however, we did reprint 300,000 timetables in June but because of back orders this supply was quickly exhausted.

New timetables, dated July 29, are now being received from the printers

and should be in distribution very quickly.

Q: I've been working passenger trains for over 25 years, first as a baggageman and now as a conductor. I'd like to call attention to a potential problem with the Superliners . . . namely backpacks. We get a lot of them here in the northwest and I don't think they'll fit into the luggage racks in Superliners because they're usually too thick. I'd like to see a directive come out saying that all backpacks must be put into checked baggage.

A: It would not be workable to check all backpacks because there are many stations that do not have checked baggage facilities.

Passengers boarding Superliner trains with overly large packs must be directed by station people and train crews to the baggage-coach — each train set should be assigned one of these cars — where they can store the packs on the lower level. There's space in that car to house such bulky hand-carried baggage. When the consists are established for Superliner trains, we will issue such instructions.

Q: Everett, Washington, was to get a scope but to date all we've gotten is a flurry of letters and no scope. Can you help us? We're doing good business up here and a scope could help.

A: In early 1977, we began a program to install an ARTS CRT in every station and a ticket printer in most major stations. This was later

changed because of limited funding.

In 1978, an alternate program began. ARTS equipment would be removed from the lowest volume ARTS stations and moved to stations where business was greater.

Everett was ranked number 17 in line for an ARTS terminal. To date, ten stations on the list have received their ARTS scopes. If and when additional ARTS equipment becomes available, we'll keep paring that list.

Q: Why can't employees be paid the Thursday before they go on vacation? To come back on Monday costs the employee fuel and vacation time. Other companies do such things. Why can't Amtrak?

A: Checks are distributed to payroll locations as soon as possible after they have been printed but we cannot assure anyone that they will always be available a specific number of days before payday.

So, sometimes, under special circumstances, early check delivery is possible. Check with your supervisor and he will advise you if you can, indeed, get your check early.

Q: We've got a problem here in the Chicago diesel shop. The exhaust system was recently removed, redesigned and reinstalled. Now, during the day, the locomotive exhaust fumes are at the point of being unbearable. The walls are coated with soot and the system just isn't expelling fumes.

A: We are aware of the problem and are trying to get some quotations on installing additional ductwork to rectify the problem. We also intend to train personnel in using the exhaust system that is already in place. Recent instructions that locomotives not be allowed to idle inside the shop should also help the situation.

Q: I have several suggestions: (1) Child care attendants or a special car on long-distance trains for child care, (2) Baggage cars on all *San Diegans*, (3) Slumbercoaches on the *Sunset Limited*, *Starlight* and *Southwest Limited*, and (4) A wider variety of meals and snacks, including a few items for people on special diets. Those should be available at all times,

Keeping Track Of Amtrak

Inter-American Sleeper

Daily sleeping car service went into effect on the *Inter-American* between Chicago and Fort Worth beginning Sunday, July 29.

At the same time, sleeping car service was suspended on the Fort Worth-Laredo portion of the run

without the need for special ordering. I'd be happy to elaborate further on menu suggestions, since I have a lot of interest in improving and expanding our food service.

A: (1) Such attendants would cost more than they would contribute. Superliner lounge cars will have "play space" in the lower level. (2) We just don't have enough baggage cars and haven't had capital funds to buy new ones. (3) Slumbercoach-type accommodations will be available on the Superliners. (4) It would be too costly to stock every food service car all the time with special dinners. Such special dinners are available on request when reservations are made.

We are constantly seeking suggestions from all employees on service improvements. We welcome your further comments on menu suggestions. Please contact Gene Makowski, manager, on-board services, 400 N. Capitol St., NW, Washington, 20001.

Q: Why doesn't Amtrak make use of more Yellow Pages advertising so that persons wanting to get train reservations can get the 800-series number direct?

A: Such trademark ads cost in the neighborhood of \$200 each and, considering the number of telephone books around the country, could add up to a considerable sum. In the case of the station handled by this questioner, the two books that cover his territory have already been "closed" for this year and Amtrak could not be included until the Summer 1980 issue.

In any case, Amtrak does plan to make more use of the Yellow Pages in the future.

where the train operates during the daytime.

The train had been shifted from its tri-weekly schedule to a daily summer schedule beginning June 15, but because of equipment shortages the sleeping service remained tri-weekly.

By suspending the sleeping car service south of Fort Worth, the equipment became available for daily service in the overnight portion of the run north of Fort Worth.

The *Inter-American* will revert to a tri-weekly schedule after Labor Day with sleeping cars again provided over the entire route.

San Joaquin Flip-Flopped

At the request of the California Department of Transportation, Caltrans, the schedule of the *San Joaquin* has been "flip-flopped" to provide inbound service to Oakland/San Francisco in the morning and evening service back to the valley. The change went into effect on Sunday, July 29.

The train now departs San Joaquin valley points in the morning and arrives in Oakland at 12:40 p.m. Return in late afternoon permits valley residents several hours in the Bay area before returning home.

Caltrans Director Adriana Gianturco suggested that the new schedule would better serve valley residents and Amtrak agreed to the experimental change.

The new schedule also permits connections to and from the *San Francisco Zephyr* at Oakland or Martinez, allowing same day access to Reno and points east.

The *San Joaquin* experienced a surge in ridership in June, carrying some 40 per cent more riders than it did in June 1978.

Lose Your Privilege Card?

In case of loss or theft of an employee's rail travel privilege card, the employee must immediately notify the company so that unauthorized use of it will not occur.

Ken Boylan, administrator of the pass bureau, notes that there is a toll-free telephone line available for just this purpose.

Said Boylan, "If an employee loses his pass, he should immediately call 800-424-0225 and let us know. There is no charge for this call and the number is good from anywhere in the country except the District of Columbia.

"D.C. employees should call 383-2224 or 2225."

When employees do call, they should have available their Social Security number.

Immediately on being notified of a loss, the pass bureau will enter the information into the ARTS system to invalidate the pass.

Safety Standings

St. Louis division continued its safe work practices and thus won the top spot in the division category of the President's Safety Contest for June with a 2.8 safety ratio.

St. Louis was followed closely by the Western division with a 3.6 ratio and the Southern with 4.3.

The New Haven shops went through the entire month without any injuries resulting in a zero ratio. Similarly, seven mechanical facilities—Minneapolis, Kansas City, Dallas-Fort Worth, Houston, New Orleans, Boston and Jacksonville — worked the entire month with no injuries to earn their zero ratios.

For the first six months of 1979, St. Louis leads the other eight divisions with a 3.3 ratio. However, it is trailed closely by Philadelphia with a 5.2 ratio, the Western with 5.3 and the Southern with 5.4.

New Haven leads the shops for the first half of 1979 with a 10.6 figure.

Two mechanical facilities — Detroit and Buffalo — did suffer injuries during June dropping them from the list of locations that had no injuries at all since the beginning of the year. Remaining on that elite list — with their zero ratios — are Minneapolis, Kansas City and Jacksonville.

The safety ratio is a figure that denotes the number of injuries or job-

related illnesses per 200,000 man-hours. All injuries that require more than mere first aid are counted.

All-Star Connection

Amtrak had two connections to baseball's All-Star game this year which was played in Kingdome Stadium, Seattle.

Andrea McArdle, daughter of Paul McArdle, labor relations analyst in Philadelphia, and the girl who played "Annie" for so long on Broadway, sang the Star Spangled Banner and Canadian national anthem before the thousands in the stadium and millions on television to open the game.

And Ron Guidry, of the New York Yankees, was dubbed the losing pitcher when he walked in what proved to be the winning run in the ninth inning. Guidry came into the game with bases loaded.

Guidry's father, "Rags," is a conductor on the *Sunset Limited*.

SPVs For Connecticut

Amtrak and the state of Connecticut officially signed an agreement on July 6 in Hartford's Union Station to make Connecticut the first state to purchase new equipment for Amtrak's use.

Under the agreement, Connecticut will buy 13 self-propelled SPV-2000 rail cars from the Budd Company for \$12.9 million and then lease 12 of them to Amtrak for use on the New Haven-Hartford-Springfield line.

The new cars will permit an increase in daily round trips from nine to 14, including more frequent service during peak hours. There will also be additional through service to New York. The cars are scheduled for delivery beginning next spring.

The equipment will be operated and maintained by Amtrak under a lease arrangement with the state. Amtrak will provide the new service without any operating subsidy from Connecticut.

The new 85-seat cars will replace the older Budd-built RDCs and be capable of operating either individually or as multi-car trains.

The agreement also provides for

Amtrak to transfer to the state some of the eight RDCs now in service on the line for use on either the Danbury or Waterbury branch lines or elsewhere.

Present at the ceremony were Connecticut Governor Ella Grasso; John Lombardi, Amtrak's senior director for government affairs; Arthur Powers, state transportation commissioner; members of the Connecticut General Assembly and Public Transportation Authority; and officials of the Budd Company.

Book Review

Steam Passenger Service Directory, 1979 Edition: 168 pages, 5½-by-8½ inches, paper cover, \$4.00 postpaid, Published by Empire State Railway Museum, P.O. Box 666, Middletown, New York 10940.

What is there to say about this year's issue that hasn't been said before? The book doesn't change from year to year, except to update the information on the many steam and trolley museum operations strewn across this land of ours.

If you are going to travel around the United States and want to know where you can see and ride behind a steam locomotive or aboard an electric trolley, you need this book.

It's the usual good product that we've come to expect each summer.

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Ten Gallon Pins Awarded To Two

Amtrak employees Jack Harris and Angelo Colaianni recently were awarded pins and key chains by the American Red Cross in appreciation of their 10-gallon blood donations.

The well-deserved honors follow years of participation in various blood donation programs, including those conducted at Amtrak.

Harris, director of Amtrak's police and security, with headquarters in Washington, became a donor 30 years ago when he began donating regularly to a program at the Better Business Bureau where he then worked. Since then he has given blood to many causes, including friends and relatives in need of fast transfusions.

Realizing the importance of blood availability, Harris feels his is "a small contribution" to the community.

"My family has always supported blood programs," he says. "It's just one of those things you do for your community."

Colaianni, communications and signal maintainer on the Baltimore division, has been a donor for over 20 years. Because he has O-negative blood, a type found in only seven per cent of all people, he is often called



(Left) Luella Wells, coordinator, blood program volunteers, ARC, "pins" Jack Harris. (Below) In Baltimore, Angelo Colaianni shows his award. Flanking him are Gertrude Fryer, chairman of the Amtrak-Conrail blood bank, and George Sharp, then Baltimore division manager.




Photos by Debbie Marciniak

on for emergency donations. His wife, incidentally, has AB-negative type blood which is found in less than one per cent of all people.

In 1964, Colaianni helped found an

organization in the Baltimore area that is known as Pulse. Members, many of whom have rare blood types, are on 24-hour call for emergency situations.

Amtrak

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